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Issue 20: March-April 2012

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REVIEW
KAWASAKI VERSYS 1000

PHATMAMA WEAR FOR WOMEN

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SUPERSTOCK 1000's MARK STONE OF STONEY RACING

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COVER IMAGE: Ricky Dietrich at the 1st round of the British Sprint Enduro Championship at Farnborough. Ricky has just joined the Freestyle team and is riding for Husqvarna. (Photo: Fast Frame Photography)

The days are getting longer and, hopefully, warmer and there is much to look forward to this year in the biking world.

The Pioneer Run, organised by the Sunbeam Motor Cycle Club, takes place on March 18th. If you haven't seen this splendid procession of motorcycles through the ages, make sure you catch it this year. It kicks off at Epsom and meanders through the Sussex countryside, finishing at Brighton on Madeira Drive. Expect to see the first Ducati of spring around this time also!

By early April BSB, BEMSEE , Motocross, Speedway and, of course, Trials events are all underway. Why not ride out to watch a new bike sport this spring? Despite a gloomy economic situation, daft Euro proposals and the DSA's best efforts to complicate bike training, we are pleased to come across many individuals who are starting or expanding their bike businesses and services. The enthusiasm and passion of these guys is vital for biking, so please use and support your local motorcycle businesses as they are important for the future of the industry.

We are pleased at SEB to have a sparkly new website so we can put out as much current information as possible. Get involved and check out our Facebook Group and Twitter as well. Enjoy the issue.

Nick Tunstill, Editor
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Legal Corner

Consumer advice for bikers: part 1

We're bikers who happen to be lawyers.

If, like us, you're keen on bikes, your Xmas wish list is stuffed with subtle hints for accessories, a new bike or perhaps improvements to your existing bike. Whatever the wish, it's a good idea to know your rights when you buy anything. Every type of purchase is covered by consumer law. There are differences if you buy privately and we'll cover those next month, along with your rights if your bike is being repaired.

Buying from a dealer or a business

So what are your grounds for complaint here? None if you were told about a fault and went ahead and bought the item or if you caused the damage yourself. Your options are limited if you buy something after examining it (or if you had the chance to examine it before purchase) and should have spotted the defect. Generally speaking your rights are as follows:

- Goods must be of a reasonable appearance. Always inspect a product before you take it away or accept delivery - it's difficult to reject goods or allege faults afterwards. The seller is also not obliged to refund you if you damage the goods by trying to fix them yourself (or have someone else fix them).
- Goods must be of a satisfactory quality. This is based on what a "reasonable" person would consider satisfactory, taking into account description, price and other relevant factors.
- Goods must match any description in writing or given to you by a salesman. You need to be able to show that a description was given and that you relied on it entirely (tricky to prove if the description was given verbally).
- Goods must be fit for the purpose you told the seller you wish to use them for.

These rights exist regardless of any terms and conditions suggested by the seller. If the goods are not of reasonable appearance or satisfactory quality, you're entitled to a refund. You also have the same rights on sale price products unless any defects were brought to your attention before you made the purchase.

Next issue, your rights when buying privately, what to expect from a repairer and what to do if it all goes pear-shaped.

If you're having problems call our helpline on 03700 86 86 86 or contact us online at www.access-legal.co.uk. Our specialist motorcycle team will be happy to help.

BMW make stunning changes

By Debbie Tunstill

The new updated models arrived ready for BMW's new season launch on Saturday 4 February and demonstration models will be available to try at the beginning of March.

I was given a sneak peak at the new upgraded models, seven have been given a design revamp and they really look amazing.

The new R1200GS Rallye (above) has the distinctive Rallye colours, the the F800GS Trophy (featured on the page opposite) is presented in the new Blue and White colours. The K1300SHP has a colour change of Blue and White with Carbon HP parts including footpegs, carbon pillion seat cover and Akrapovic exhaust.

New R1200GS Rallye

One motorcycle that has had a dramatic face lift is the S1000RR which has been updated and has improved electronics and traction control. The most dramatic changes are the great new colours it is available in, not what you would expect from BMW. Racing Red, (as pictured below left) Racing Red and Alpine White, Blue Fire, Sapphire Black and the original Motorsport colour scheme.

S1000RR –improved electrics and traction control

Look out in the next issue for our reviews on these new upgraded models. Why not pop into Cooper BMW Tunbridge Wells or Bahnstormers Alton and Bracknell to see them for yourself and let them know SEB sent you.

"Two seconds faster than anything else on the track" MCN Superbike Shootout 11-1-2012

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- Charley Boorman's Adventure Bikes.
- Met Police Stolen Bike Unit – how to spot a stolen bike and the benefits of data tagging in reducing bike theft.
- Kent Advanced Motor Cyclist Group will be on hand organising ride outs throughout the day.
- Bike Safe.
- South East Biker Magazine.
- Kent Road Safety Unit.
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KAWASAKI VERSYS 1000

By Nick Tunstill

Looking at the spec of the new Kawasaki Versys 1000, I was expecting a bulky, cumbersome looking machine and was pleasantly surprised to see it was fairly slender motorcycle for a 1000 plus cc "adventure bike". Mark from JW Groombridge ran through the features, something than gets more daunting these days as bikes become ever more technical.

The Versys though is not overburdened with technology, whilst having enough to please those knob fiddlers amongst you! Anticipating a heavier and taller machine, I found the Versys far more user friendly than its spec would suggest. At 5'10" I could comfortably place both feet flat on the ground, always reassuring, and paddling it around into tight parking spaces was a piece of cake.

There are two power modes, Full and Low, I selected Full, left the traction control on 1 and off we went. Out of all the large bikes I have ridden, this is by far the most user friendly. A light clutch, beautifully responsive engine through all the gears and a great sitting position. The Versys feels much more like an 800cc machine weightwise, not a million miles away from the Tiger 800, but with the punch and torque of a litre bike. It was a slightly damp January day and the Versys had brand new tyres, so I was treating the Kwak with a bit of respect but the road holding was precise and confidence inspiring from the start.

A novice would jump on this bike and love it from the off, far easier to ride than most bike school machines. I tried the Low power setting but, to be honest, found it unecessary on this bike

The real feature of the Versys is without doubt the engine, it's a real cracker. Based on the tried and tested Z1000, the inline four has enough grunt to keep up with pretty much anything with ease without being intimidating.

The Versys has come in for criticism for its styling or rather the lack of it. I would class it as bit bland rather than ugly (ie GS!). I liked the bike from most angles, except the pig ugly, and far too quiet, exhaust. Have a closer look though and the components are well thought out and put together, from the petal discs, adjustable screen and easily accessed rear suspension adjustment.

The instruments provide useful information and even I could understand them! Actual and average fuel consumption (best I got was 42mpg), tank range, air temperature are all useful extras. There is also a light that comes on to indicate when you are riding in a fuel efficient manner. According to Kawasaki, this comes on if the rider is riding in a "gentle manner" under 6000rpm. I have not actually come across a biker who rides like this yet though! Sounds like a term from the 1950's.

There is a round plastic grommet next to the instruments for a 12v adaptor and plenty of accessories for that around the globe trip. This is a so called adventure bike, so why aren't the power adaptor, heated grips, hand guards and arguably a centre stand all included? These items are pretty much essential for the purpose of this machine. How much can these cost in components for a massive company like Kawasaki to build in at the start?

As with all bikes now, Kawasaki have a large and ever expanding range of aftermarket accessories, both practical and cosmetic.

So, my overall opinion…a fantastic engine on a very comfortable and usable bike, whether touring, commuting or just titting about. Not the greatest looking or sounding machine I have come across, but I reckon the Akraprovic can would sort this. It's certainly great value for money and, if they had spent another few quid on heated grips and handguards, I would say superb for under ten grand. The pillion ride looks well thought out and comfortable and there is plenty of scope for luggage. It's a rider's bike rather than a car park poseur so, if you fall into the first category, give one a try, you may not pleasantly surprised…■

John Groombridge Motorcycles' 2012 Model Launch Night

Attendance at the 2012 New Model launch night was almost double that of 2011 with well over 100 people visiting and entering the prize draw.

All departments of the dealership had special 'On the night offers' available and refreshments were served throughout. Stars of the show were 4 new Kawasaki models which between them cater for all biking tastes. The 2012 ZZR1400 sport tourer is claimed to be the most powerful road bike currently on the market, while the new Versys 1000 offers great adventure and touring options to compete with many more expensive models. The new ER6n is a great bike for newly qualified riders, and is popular with the growing numbers of lady riders due to its low height and easy manoeuvrability. For those whose hankering is for classics, the W800 Special Edition fits the bill.

However Kawasaki were not allowed to steal the whole show as the Yamaha 50th Anniversary liveried R1 and smaller brother the YZF R125 were on show. Following closely behind is the 2012 Suzuki GSXR1000. Customers were queuing to register for the prize draw and receive a selection of freebies right up to the scheduled prize draw at 7.30pm. Fortunately this was held in the massive 2,000 sq foot Clothing and Helmet showroom.

Clive Walton, director of John Groombridge Motorcycles, welcomed all the visitors and then asked Andy Martin, Chairman of ESAM (East Sussex Advanced Motorcyclists) to pull out the winning tickets. First prize was won by Jon Mills from Uckfield, who won a copy of 'Seeing Red', a pictorial account of the 2011 British Superbike (BSB) series and Jon's name went into the National Kawasaki draw. Other prizes included a £100 gift voucher for John Groombridge Motorcycles, Yamaha 50th Anniversary shirt, plus a selection of watches and a clock supplied by Kawasaki.

The South of England Real Classic Motorcycle Show & Bikejumble

ELK Promotions announce their 2012 dates, starting with The South of England RealClassic Motorcycle Show & Bikejumble on Sunday 11th March 2012 at The South of England Showground, Ardingly, West Sussex, RH17 6TL.

The full calendar of classic motorcycle events are available on www.elk-promotions.co.uk and the events build on the success of the 2011 events.

Commenting on the South of England RealClassic Show that took place on Sunday 23rd October, organiser Julie Diplock said "We were really pleased with our last show of 2011, we had our biggest ever turn-out of public and over 150 bikes on show". New clubs attending for the first time included the Trident & Rocket 3 Owners Club, Surrey & Sussex branch of the VMCC and the newly-formed West Sussex branch of the BSA OC.

Guest of Honour was Gordon May and Peggy, the Overland to Egypt Bantam. Peggy is a 1952 BSA D1 Bantam that took Gordon over 5000 miles from Manchester, UK, to Cairo, Egypt and back. Trading was brisk in the autojumble, with a number of machines entered in the BikeMart. The organisers are aiming to expand the event again in 2012 with the addition of more inside space for the autojumble.

Gates Open 10 am and admission is £6 adults; £5 RealClassic members and seniors in receipt of state pension; kids under 16 free.

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STONEY RACING NO.28

Matt Stone is a young rider that last year had his first season in the BEMSEE Rookie 600 where he came second. This season he has taken on the challenge of racing in the BSB Metzeler National Superstock 1000 for 2012. I had the opportunity to chat to Matt.
By Debbie Tunstill

Matt is not what people would think of as a motorcycle racer, he is a Law degree student training to be a barrister, working full time in chambers.

SEB: How did you start riding Matt?
MS: I had my road bike that I commuted into work everyday on. One day I went to a track day at Brands Hatch and in the garage next to me was Jeremy McWilliams ex MotoGP rider, doing some testing on his Harley Davidson. We went out in the same session and he had followed me for a few laps and helped me make some changes to my bike. It was amazing to have this ex MotoGP rider giving me tips to help my track riding.

At the end of the day he asked me what I did for a living and if I have ever considered racing. Jeremy said I really should have a go at racing, he gave me his card and told me I could call him anytime if I needed any advice or help. I had my road bike stolen from home, a short time after and made my mind up not buy another just to get stolen again. I purchased my first race bike and started racing last season in the BEMSEE Rookie 600 series.

SEB: How did you get on in the Rookie 600 series?
MS: I raced in the Rookie 600 series at the beginning of last season and it was pretty much a two horse race between myself and Scott Hudson. Scott will also be riding in BSB, he signed for Gearlink Kawasaki and will be riding in the Metzeler National Superstock 600 Championship.

SEB: Why move so quickly to British Metzeler National Superstock 1000 for 2012?
MS: I felt I needed to move on to a bigger bike mainly because I am quite a big bloke and a larger engine will cope with the weight. The other reason why I made the move was due to my times in the MRO series. I was just outside the 40's mark, I was doing around Brands Indy at 50.4s, which is not bad considering the BSB boys are in 47 – 48s. A lot of people were telling me that was a quick time.

SEB: Considering it was your rookie season last year you were doing 50.4. In comparison to the BSB guys round Brands you were not far off. Shane Byrne broke the fastest lap last season on the H M Plant Fireblade at 45.112 but on avaerage they lap at high 46-47's?
MS: I know that is a great time that Byrne did last season but you can see I wasn't that far off the average times. I am not kidding myself that I can be doing BSB times but I have the confidence to try to break the 50 seconds. It is really difficult for me because if I concentrate on trying for a fast time it doesn't work. I now know if I concentrate on getting good lines, keeping the bike smooth and flowing that is when I can put in a good time. I know as long as I feel comfortable on the bike and keep it relaxed I have a better chance to get a quick time.

SEB: Matt you mentioned your size and you have no fat on you at all. OK yes you are tall but do you think that was a factor last year as you tried to keep up with Scott Hudson in the Rookie 600?
MS: I had to do such a lot of work in the corners as the bike just wasn't quick enough in a straight line. We had a pretty much stock engine in the last bike, which ran within a lot less horsepower than most people were running within the class. It meant I needed to work harder on the corners, carry more speed into them and not rely on the power down the straights. It was just a case of sitting behind who's in front of you and hoping you can stay there until the next corner. It was a massive learning curve for me and it taught me how to ride really. The only way for me to get to the front, get the podiums, was to outbrake the other riders and keep the speed in the corners. I feel I now have a good platform to base my riding on.

SEB: It shows in your results too, as you had only two DNF's the whole season and finished only once outside of top 5.
MS: Yes I was pleased with my results, out of the whole season I only had two crashes so wasn't able to finish those races so that's where the DNF's come from.

SEB: Moving forward to this year what are you doing to get ready for the British Championship?
MS: We are testing in Almaria, Spain at the beginning of March and there will be a few of my prospective competitors out there too. It will be a good time for me to see how they are doing and use as a bench mark for my times. I will have a couple of guys helping me to set the suspension up and a bit of help for me too. I am not mechanically knowledgeable but I can say to the guys about how the bike is riding and they set it up from that.

Then, following that, we will be racing at the first BEMSEE meet of the season at Snetterton at the end of March. All this will really help me to get the bike set up right for me and I will be ready to race at the BSB Brands Hatch meeting at the beginning of April.

SEB: The British Metzler National Superstock 1000 this year has a few old faces returning to the series, the likes of Steve Brogan who is riding the Buildbase BMW and Gary Johnson who is riding for Honda Racing are just two to mention.
MS: There is also Danny Buchan who has stayed in the series, Josh Day, the current Superstock 600 champion has joined the class too. There are a few well known names that I will be racing against this year but I have to say I am really looking forward to it. Let's face it, the pressure is on them really, I am an unknown so there will be no expectations on me other than the ones I put on myself. If I can race against those guys I will be learning every week, riding behind them watching what they do or the way they set their bikes up, it will all help me to improve my riding. If I wanted to play it safe I would have stayed in Club racing but I would have always been thinking, what if? I believe in my riding.

British Superbikes is well known and respected world wide and I want to be part of that. There is also the exposure to a lot more potential sponsors and I am always looking for help.

SEB: The first thing I noticed about your bike is that it is a 2011 Honda Fireblade but you are racing in what people will call Kawasaki Green. Is there any special reason for that?
MS: I started off on a Green Kawasaki in the Rookie 600 and it is my favourite colour. At the second meeting I blew the engine so at short notice I managed to get a green Yamaha R6, but I had to keep the green. When I started racing I never intended on spending all my savings on it but I had to replace the bike and could not afford to change the colour. I became known as the nutcase on the Green Bike and it has now stuck with me.

SEB: Well it is different so it will stand out I suppose?
MS: That is what I am hoping for that it becomes a talking point and I think it is brighter than the Kawasaki green.

SEB: I see you have a number 58 on your bike, is this a tribute to Marco Simoncelli?
MS: Everyone has to have a hero and he was mine. There are so many people that can ride bikes fast and you have to take your hat off to them. Marco was such a true talent not only on the circuit but off the track too. He was always smilling, he reminded me of Ayrton Senna. If a gap appeared he would go for it and to me that is how racing should be. As a tribute I will be using a replica helmet and his number on my bike.

SEB: Who else inspires you or do you look up to?
MS: The main thing for me is that they are all heroes, the speeds they are racing at. Not a lot people know that these guys are not paid huge wages. OK I am not talking about the MotoGP boys as that is completely different but the BSB riders do it because they love it. It is such a shame they are so overlooked when you compare them against footballers and the hype that surrounds them, it is ridiculous. To answer the question, it is those riders that inspire me, the riders we see every weekend racing in the BSB, they are my heroes.

SEB: How are you doing getting sponsors for next season as we all know that money is tight and it is so expensive to run a bike even in the support classes?
MS: I bought the Honda Fireblade with the help of my Dad. My Dad has been great, he has put on fund raising evenings in his Three Tuns pub in Finchingfield, Essex. I am under no illusions that it will be difficult this year, there are tracks I am not sure about i.e. Assen and Knockhill. I think the most daunting thing has been the financial side of running a team. You jump into a paddock where some teams have hundreds of thousands available to them to spend on the bikes. We haven't got that by any means. I have had support from family and friends but most important are the sponsors, the ones that have put their hands in their pockets. There is no way I would be able to have put this bike together without the help of them.

SEB: If someone were interested in sponsoring you in some way how would they get in touch with you?
MS: To be perfectly honest anything would be welcome. People always think of sponsors giving you thousands but it is not like that. Sponsors come in all different sizes. For me what would really help me out is getting a sponsor to cover my fuel costs for travelling to and from the circuits, ferry tickets and day to day costs. I am so thankful to the people that have helped me out last year and for this year. I have been lucky considering the current economic climate, I have had companies step up and help me out so much like SilverX Engineers, NGK Spark Plugs, Oakley Design, Car Smart, Essex Bike Centre, Sapphire Classic bikes, Race Engineering, Eastern Garage, Tim Todd Servicing, Rat Mally Race Graphics and South East Biker and my employers Devereux Chambers.

My employers Devereux Chambers have been amazing too, they understand I need days off to travel to the meetings and they have just sponsored me too. They are the only barristers' chambers to sponsor a rider in BSB this year. See stoneyracing.com for contacts.

Matt Stone at first glance is a young motorcycle racer, who eats, drinks and sleeps racing. Look a little closer and spend a few minutes of your time with him, you will realise he is an incredibly driven, intelligent young man. Not only is he trying to follow his racing dream but he is studying to get his law degree and become a barrister. In between working long hours in chambers during the week, commuting into London everyday by train, he goes to the gym or works out nearly every day before or after work. He studies in the evening, is out on the bicycle at weekends and all the time maintaining a strict diet so he can build stamina and cardio without building too much muscle. Whilst trying to organise events to attract sponsors for this season, he has done all the above, if that is not dedication to his dream then I don't know what is.

Good luck Matt, we will be cheering him on and keep you up to date of his results over the season.

THE IMPORTANCE OF SPONSORSHIP

Bike racing, as we all know, is an expensive, time consuming activity, but what does a sponsor hope to get out of it, especially when their rider is not high profile?

While we were up in Essex chatting to Matt Stone, who is entering British Superstock 1000 for the first time this year, we spoke to some of his sponsors, most of whom were entering into this new world as well. The large, high profile teams attract big money corporate sponsors and in return get plenty of TV coverage, their logos prominently displayed on the bikes and riders at the front of the grid with all the hospitality spin offs for their clients.

But, in many ways, the small personal sponsors are the unsung heroes of motorcycle sport. Unless a new rider is fortunate enough to have access to large sums of money or influential friends in high places, they are going to work their way up by sheer talent, hard work and a degree of luck. Hopefully they will get spotted and picked up by one of the larger teams that can attract the bigger backers just as with Jon Kirkham. If it wasn't for family, friends and often small, local businesses chipping in a few quid and practical help, many of today's riders would never have made it.

Matt Stone and his dad Mike have realised there are many challenges facing them this season, not least financing this adventure. They have certainly gone about it in the right way, organising a pre-season sponsors' get together and mapping out their plans.

A British Superstock bike capable of competing on any level will cost a good £25,000, and to run a BSB season will run up bills from £60,000 or more. Bearing in mind the distinct possibility of a spill or two, these costs can easily escalate.

Sponsors generally contribute cash, parts such as tyres or practical help towards running a team, such as transport. Often they will do all of these.

Debbie chatted to Matt's main sponsors at the team launch at his Dad's rather pleasant Three Tuns pub in the lovely Essex village of Finchingfield. Steve Brown of Silver Cross Engineering at Braintree (www.silverexmotorbikes.co.uk) runs a bike business with 30 years' trading experience. He has followed Matt's progress through the Rookie 600's and was, as were all the sponsors, extremely impressed with his progress as well as his passion and enthusiasm. Steve will contribute bike parts and technical advice. He has the bike in his shop with Matt's many trophies, a great talking point for his customers.

Simon from Race Engineering (www.raceengineering.co.uk) based at Great Dunmow has raced himself in what is now BSB and also in Endurance. His company specialises in performance tuning for road and race bikes. Superstock bikes are limited as to what can be modified engine wise and Simon can access another 5bhp but his main expertise will be in the suspension setup. This is crucial as how the bike's power is delivered and handles on the track is at least as vital as the amount of power the engine delivers.

John Oakley of performance car specialist www.oakleydesign.eu at Gosfield turned up in a very impressive Ferrari. John helped Matt last season and has been involved in car racing before. He knows how tough it is to start off and survive in the racing world and will be offering advice, practical help and financial backing.

Matt Mortimer is part of Car Smart at Halstead, they specialize in auto body repairs and paintwork, useful for a bike racer! They have worked on touring cars, but Matt has never seen a bike race. We have a feeling he will enjoy his firs trip to Brands to watch two wheel sport!

Finally Martin Sheath from Eastern Garage who are local in the village of Finchingfield. Proper grass roots backing here, Martin has watched bike racing for years and is going to help out by providing a van and practical help.

All these guys are looking forward to following Matt's season and going along to support wherever possible.

What do they hope to get out of it? Possibly a degree of publicity, the chance to become involved and be part of the team, but, most importantly, the opportunity to help an extremely likeable and passionate young racer as he starts his career in the highly competitive business of bike racing. To succeed you need a great team behind you, and Matt Stone certainly has that!

We will keep you updated on his progress or follow him at www.stoneyracing.com

THE LONGEST TRACK DAY

Terry Dunn asks the question: How far would you consider is too far to go for a trackday?

Other than Knockhill, which is quite far for those of us near the south coast, the UK tracks are relatively close. I've met many riders in the paddock who've spoken of rides to 'near' Europe tracks like the Nurburgring or Magny-Cours. They've even shipped their bikes and flown out after them to southern Spain to ride Jerez or Valencia.

Well, when the opportunity arose to do some travelling, what could be better than to include a trackday? The wife and I had arranged to visit my brother Chris and family, and, as he does the odd trackday too, I packed my riding kit as well as the usual stuff, and we set off.

Oh, by the way. Did I forget to mention that my brother lives in Melbourne, Australia and his local track is Phillip Island?!

He had a pair of Gixxer' 750's waiting in his garage, the one designated for me was an '05 and his an '06. Also, his riding partner in crime, an Australian army sergeant call Jayson was coming along too. This man is quick and a rabid Fireblade fan, owning three of the beasties, two of which he took with him on the day. I asked Chris just how quick Jay was supposed to be and he simply said 'he's as fast as f**k', which made more sense later on.

Just a mention here but have you ever wondered how much weight you carry about on your person when you are riding? Helmet, boots, gloves and leathers, all stuffed into a soft bag hit the Qantas scales at 11 kilos! I wouldn't have minded so much if it wasn't also over a third of our allotted baggage weight. The lovely Sandy had to leave several pairs of shoes behind!

The trackday had been pre booked by my brilliant brother, along with tickets for the Moto GP the week before. I thought this was a perfect opportunity to scope out the circuit before having a crack at it myself. I tried to pay attention to the racers' lines and the track layout but the day was supercharged with emotion and all my good intentions went out the window. It was a brilliant day. Casey Stoner was at his home track and he took the win, secured the 2011 world championship and all on his birthday too. I'm not saying the crowd was a bit partisan but you should have heard the noise when he took the podium!!!

Early the following Monday and we set off. One thing about Phillip Island. The address on the paperwork may say Melbourne but from the western suburbs of the city to the front gate is a 100 mile, two

hour drive. The other thing is its close proximity to the southern ocean. The spring climate there could best be described as volatile, so guess what? It rained.

No matter. This was perhaps a once in a lifetime chance to actually ride Phillip Island. I'd have gone out in monsoon conditions. To be honest, other than the rain falling straight down rather than at a steep slant, the conditions weren't all that much different.

Differences to a typical UK trackday. Firstly, you have to sign the indemnity form at the front gate, before they'll even let you on the site. Secondly they scrutineer every machine, but do no sound checks. The general briefing is done by Phillip Island staff, all nicely decked out in their corporate paddock jackets, but the extra briefing for newbies is give by a member of the California Superbike School, who have a base there. Very professional too. They run four groups on a normal trackday and in typical Assie style, throughout the paddock they are known as novice, intermediate, fast and 'fast as f**k'! Honest!

The rain fell steadily and when us intermediates went out it was absolutely soaking. Tiptoeing around in the first session revealed there was still some grip to be had but puddles along the start/finish straight meant that I could get the bike to spin up in a straight line as I rode through them. This happening at over 200kph. Note to self. Avoid puddles where at all possible!

I must say that Phillip Island is a really, really fast track. In the tighter sections I was probably only going at something like half speed but the track is wide and made up of great sweeping bends that in the dry I could easily see riders hitting at eyeball popping speeds.

Our next session coincided with the rain stopping and although it was still very wet some fun could still be had. I duffed up a few slower riders and got duffed up a few times in return. It was a craic, and seeing guys with full wets on do their stuff as they came by me was an eye opener. Might have to buy a set of those things myself one day.

By lunchtime the rain had returned with a vengeance and the number of machines on track began to lessen. Another difference to UK trackdays is that there is no break for lunch. The groups just keep rolling through, although with 45 minutes between sets there is still plenty of time to keep your energy levels up.

The rain didn't relent and eventually people started to pack up and drift away. It's a shame it wasn't a dry day but no real matter. Ask a rider who's done a wet one and they'll tell you it is still a good day out. Incidentally, only one guy fell off all day and at a slower speed so even he was back up and at it again the next session. Plus of course, this was Phillip Island and I was dead chuffed just to have ridden it no matter what the conditions.

So that was my longest trackday. All the way to Australia and on one of the worlds great tracks. No point in getting too big headed about it though; the track gods can still rain on your parade, literally!

Oh yeah. WET helmet, boots, gloves and leathers weight even more that 11kgs!! ■

Back in the Saddle

By Nigel Smith

The last time I owned a bike was in 1980 when I had a 250 Honda Superdream, in my eyes the world's greatest bike! Thirty years later it was time to try my hand at biking again. I set about riding a couple of bikes with my mate who is a CBT instructor, firstly riding a 125 and then a 500 to familiarise myself with the controls and to see if I still had the inclination to get back on two wheels again after all those years without a bike. I needn't have worried too much, as although a bit rusty, the control was still there and the desire to own another bike was overwhelming!

So having decided on the Honda Hornet, it was time to get some training in as the gap between the Superdream and Hornet would be like contrasting a donkey to a racehorse. Having been out on the Hornet quite a number of times over the last few months, which included commuting to work and going for a blast at the weekends, it was time to get some experts involved! Initially I did a Bikesafe course with the Metropolitan Police at Bromley, this was a great experience and I learnt a great deal. Then a friend suggested an Enhanced Rider Scheme with Geoff Pretty at Meridian Bike Training to take me to the next level. Geoff is a rider with over thirty years' experience, including being in the Metropolitan Police and gaining many qualifications over the years to teach motorcycle training, including RoSPA and IAM.

I met up with Geoff at a café in Westerham and to start with he gave me a briefing on what the day would consist of to see what I wanted to get out of it. Geoff went through a few points regarding road safety and road positioning. After having had a cup of tea and a slice of toast, we set about riding off round the countryside, through Kent and Sussex. Varying the path across the counties we used a variety of A and B roads with a mixture of road layouts, including some great sweeping bends. Geoff was in regular radio contact throughout, pointing out helpful hints and tips to encourage me along the way. His calm and considered approach to the riding ahead made me enjoy the day whilst also enabling me to concentrate on what lay ahead. At half distance we stopped and Geoff passed on a couple of minor tweaks to my bike riding that would make it smoother and easier.

The second half of the day I was putting what Geoff advised me into practice and it worked a treat. At the end of the afternoon we had a debriefing over a cup of coffee and he went over how I had progressed throughout the day. Geoff focused on instilling 'The System' and real-world riding. He made some astute observations about my riding that really helped and he directly boosted my confidence and skill on the bike. Geoff was very friendly and made the training great fun on the day.

I would have no hesitation in recommending Meridian Bike Training to anyone considering the ERS scheme or anyone wanting to improve their road riding generally. Geoff was helpful, knowledgeable and encouraging, and his years of riding experience really show through.

Having now completed the ERS course with his help, I now want to progress onto the next level of advanced riding with either RoSPA or IAM.

Please contact Meridian Bike Training if you are interested in any of their services on 07951 485985 or email info.meridianbiketraining@virgin.net

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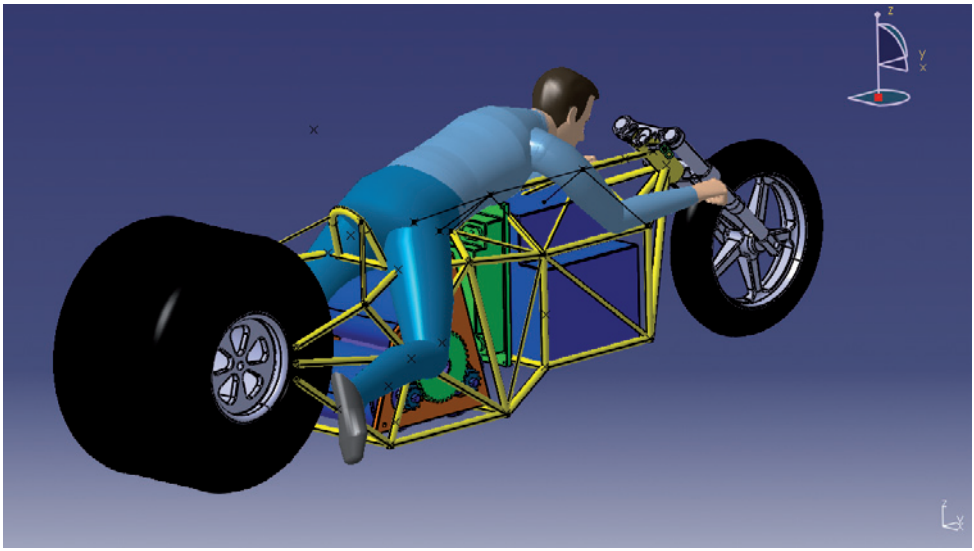
Weald EVT heads to the drag strip

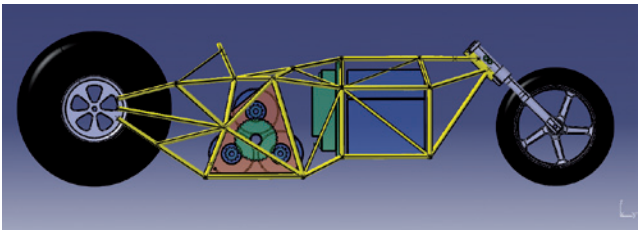
You might recall we wrote about Phil Edwards and his electric drag race motorcycle last year. Exciting times are ahead as he has a new project about to launch.



Phil came very close to building an electric race bike for the 2012 TT-Zero on the Isle of Man, but pulled the plug on that one at the last minute. He wasn't happy with the way it was panning out and, as he needed well over £200k to do the project properly he had to be pretty sure about it, and he wasn't. Not enough to commit that sort of cash to it anyway, so it was dropped. Which left a hole in his project…

Whoever it was that said "never say never" knew a thing or two because, all along, Phil said "we're going out to beat this record, and that's it. I'm not going to get hooked into spending money chasing elusive decimals of a second. We'll set the new record and move on to something else..."

You know where this is heading don't you? Yes, he's heading back to the drag-strip.



Mind you, this is not about chasing tenths of a second. No, this one is going to slash the previous time (14.1 seconds) by half. It's a UK built top-fuel specification drag-bike that'll set the world (and hopefully that's all) alight. The team is looking to pass the timing gantry in around 7-seconds at 200mph, and this fascinating development is taking place here in the South East.

Rob Moon (www.robmoonracing.co.uk) will pilot it again. Phil has asked him a few times if he's really sure about that, but as he's heavily involved in designing the bike he can't really say no!

You too can get involved by joining their supporter's club and getting the chance to meet the team and see the build in progress. For businesses there are huge opportunities to gain from the publicity they are putting in place, which even includes filming a TV documentary about the project.

Take a look at the dedicated web page at www.weald-evt.co.uk/ev1000.html for details. You'll also find information on his new Facebook page so go and 'like' www.facebook.com/wealdtech

Bike of the Future wins Gold at the Green Apple Awards

Phil Edwards of Sussex based Weald EVT collected his Gold Award on Monday 14 November 2011 at The Green Apple Awards ceremony held at The House of Commons.

The Gold award, top in the category for Engineering Best Practice, was presented to Phil for his electric motorcycle which has achieved much since its inception in early 2010.

Beating 500 nominees for this prestigious award Phil Edwards told us: "To win Gold in the Green Apple Awards means a huge amount as it gets the development of electric vehicle technology recognised as playing an important role in the future of green vehicle manufacturing." He continued "UK manufacturing excels at specialised, niche, high-technology but to remain competitive we need to be working on future technologies and inspiring the next generation of students in engineering."

As a highly qualified and skilled mechanical engineer Phil is an expert in lean manufacturing and improving processes which is what led him to win Gold in The Green Apple Awards 2011.

The Weald EVT Electric Motorcycle eclipsed the Alternative Energy Racing Record for the UK in May 2011 at Santa Pod from 14.99 seconds to 14.12 seconds for the quickest quarter mile standing start.

Phil's target for 2012 is to take the European record with the World Record his ultimate goal in 2013. Winning Gold at The Green Apple Awards will certainly set him on his way.

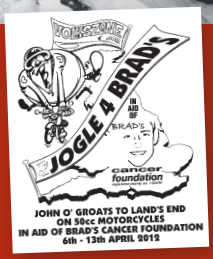
For more information: ww.weald-evt.co.uk

Matt Teague, Lands End to John O'Groats and 50cc Mopeds...

In the week running up to Easter this year, a group of around 100 of us will be heading up to the frozen northern tip of our little island, in order to complete the fabled John 'O Groats to Lands End adventure.

I know lots of groups set off to do this every year, but there is a difference with our 'expedition', we are all using 50cc mopeds! Obviously this throws up a few difficulties, not only the obvious lack of power, tiny seats and struggling up hills but also with route planning — we are of course unable to use motorways and dual carriageways. This has led to a route of around 960 miles, that we are aiming to complete in seven days.

We are a mixture of bikers, scooterists, and a few who are hoping to pass their CBT's before we go that have never ridden before.



The bikes range from modern twist and go's, to sports mopeds, fizzy's and the like.

We are hoping to raise ten thousand pounds for Brads Teenage Cancer Trust (www.brads.org.uk). We have secured the support of several people along the route who are helping with food, setting up at campsites etc, and have offered workshop facilities if needed. It is set to be an adventure to remember for life, and for a very worthwhile cause.

Mad? Probably. Rewarding? Definitely.

If anyone can spare a few pounds in these tough times, our sponsorship site can be found at www.justgiving.com/JOGLE4BRADS.

WINTER RIDING WITH IAM

Debbie Tunstill continues her Advanced Riding sessions

Debbie gets some advice from Andy.

The grass had a white dusting of frost, the trees look as if they are frozen in time and the roads had just started to thaw, so we left to meet Andy, my IAM observer, for my next session at the Boship Service Station near Hailsham. We were supposed to ride at 10.30 but had delayed it to 11.30 to give the roads time to defrost. One thing about riding the roads in the winter is that they are pretty empty, no hoards of traffic out for a jolly, but there are plenty of horseboxes and the Sunday drivers that seem to have no understanding of speed limits.

If you have been following my progress with the IAM, you will know that I am really enjoying myself. The rides over the last few months have been limited due to the a number of factors; ice, snow and unfortunately my condition. For me it is just not possible to ride when it is just too cold. I have been waiting to have my next operation on my back for the last four months so my rides have been a bit hit and miss. Poor Andy has had more cancellations from me than probably all his pupils all together.

Andy, my observer, has been so understanding he tries to fit in around my back pain and the cold. We gave it a go a just after Christmas and went out on one of the coldest but sunny Sundays I've been out but we managed to get a decent couple of hours in.

During the first part of the session, as I rode up the road a little way, I saw that Andy was signaling to pull over. Once I had taken my helmet off Andy asked me where I was and just for a moment I looked up the road to tell him the name, then realised that he meant mind wise! Andy suggested we retrace our route and start all over again. So, back to the beginning, and we started again and this time I was completely awake and with it. It is strange as I had ridden to meet Andy with Nick following me and Nick said he couldn't keep up with me. I think the problem was when we got to the meeting point there were other bikers and I started to talk to them about their bikes. OK, this sounds like an excuse, and I suppose it is really as I don't have a clue why I was riding like an idiot.

This session went particularly quickly and a lot easier for me. The lines were easier to ride and Andy wanted me to straight line the corners. This process is only used when you can see that the road is clear. You need to make sure the road is completely clear of traffic and there are no trees or hedges obscuring your view. It feels so strange at first, but once you feel confident in the manouevre, it is a great way to ride instead of slaloming down the road like someone from Ski Sunday.

The next part of the ride was about overtaking, which I felt I was okay in doing but, as we talked about how I overtake. The IAM suggest way to overtake seems much easier. My overtaking normally was to pass two or three cars in one go when the road is clear of course, Andy has helped me to see the benefit in what I call the bunny hop. I always thought it was better not to hop in and out of a line of cars as this can annoy drivers. I have been chased before by some drivers, that find it difficult to be overtaken by a woman riding a motorbike. Andy showed me how you can overtake comfortably without causing drivers to brake to let you in.

At the end of the three sessions I felt my riding was a lot more fluid and I know that the IAM is helping me become a more capable rider. So many riders I hear say they do not need to do any advanced riding but consider this, my ERS earned me a 20% discount on my insurance this year and that now I feel I can ride confidently in all weathers. How many riders do you know that only bring their bikes out in good weather? I know of only a few days last year that the sun shone all day, so what happens if they get caught in rain, hail or even snow. How will their ability help their riding? Don't ignore the IAM, use them and become a better rider. However long you have been motorcycling you can always improve your riding.

Look out for my next installment and my progress.

The British Motorcycle Racing Club

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Bemsee will be at the Norfolk circuit for the first race meeting of 2012. Improved spectator viewing will allow you to see all your favourite Bemsee classes racing including the new Rapid Solicitors National Junior Cup and this years Rookie 600 and 1000 newcomers. Can anyone match Scott Hudson's 2011 achievements which will see him racing in BSB Superstock 600 for Gearlink Kawasaki this year.

A packed schedule of racing over the Saturday and Sunday ensures great entertainment so come and meet the racers and show your support.

We hope to see you there.

Full details on www.bemsee.net.

WEISE MANX WATERPROOF WINTER GLOVE

By **Debbie Tunstill**

After a number of rides where my heated grips were not working correctly, coming home with blocks of ice for hands, I bought a new pair of winter gloves. Now I am fussy, they cannot be too thick as I like to be able to feel the grips, but thick enough to keep my hands warm. This makes it difficult as most winter women's gloves are made for them to ride pillion so I have to end up buying men's gloves.

Nick and I made a trip to the Biker Store in Blindley Heath and I found the perfect winter gloves for me. I chose the Weise Manx Waterproof, as I rode home my hands were lovely and warm and the gloves didn't feel too thick. Of course they feel thicker than my summer ones, so I needed a while to get used to them but once they bedded in they felt great. The Manx Waterproof is versatile enough to probably wear nine months of the year considering our changeably weather. Weise give you a one year, no quibble warranty for your peace of mind.

They have the look of a summer race glove with the knuckle protection and leather reinforcements. KEPROTEC® reinforcement panels at impact zones gives added protection and with the HIPORA® waterproof, breathable inner lining so you don't get sweaty hands. The Tri-fleece inner lining feels wonderful as you put your hands in the gloves, with the soft elasticated wrist helping to give you the added protection from the wind. An adjustable Velcro® retained strap at wrist and cuff adds another barrier to the cold.

The gloves are nicely fitted so, even though they are a men's size, they still give the look of a summer glove without being too big on the fingers. I would recommend these gloves as they are not too expensive, seem really well made and worth the £49.99.

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FUYGAN PRESTON TEXTILE TROUSER

I thought we had got off lightly with the weather this winter until early Feb and the white stuff finally arrived and put biking on hold for a few days. As a rule I wear leather kit all year round but textiles are so good now, I really needed to try them and the winter months seemed to be the ideal time.

I was lucky enough to have the Furygan Preston trousers bought as a birthday present so thought I would go for a pair to match my jacket. As for technical specifications, they are made from polyester and polyamide fabric with a removable thermal liner and CE approved D30 armour which is very light and flexible. In fact very clever stuff it is too if you read all the techy info that comes with it. The trousers are marked as having high abrasion resistance, three stars (not tested as yet!), five stars for warmth and five out of five for "waterproofness" (must be a French translation issue).

I have had no issues with rain coming through but, to be fair, I haven't ridden vast distances in the wet over the last couple of months.

There are adjustable straps around the waist with a Velcro fixing so no awkward buckles to catch at the front. The bottoms have decent length side zips, again with Velcro fastenings as well as featuring removable straps that can run under your boots, great for those longer trips.

Comfort wise these trousers are spot on. Sling them on over work kit and off you go. They are also very stylish, a particular feature of Furygan kit I think, with thought given to the fit when off the bike as well as on it. There are also twin zips lengths to attach to any suitable jacket.

Now here's the odd thing…these are being updated to the latest season's offering, fine. But in order to comply with the CE rating, linings are no longer allowed to be removable!! I am not sure how widespread this will become but it seems to make little sense for the flexibility of biking kit.

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With love from Phatmama

Phatmama apparel are made up of four women that were fed up with having to buy pink flowery women's kit or ill fitting men's clothes to ride in. Most women know that the sizing depends on the manufacturer. So, instead of moaning about it and doing nothing, they got together and did something. They put together the Phatmama range of great looking and feeling clothing.

At the moment the range has a hoodie, beanies, slouchy beanies, neck warmers and the Phunky phone holder.

Their website states, "Bikes and extreme sports make us happy! We range in sizes from small to not-so-small! We love the same clothes but agreed they are rarely available in all sizes. That's what inspired us and set us on a mission, to provide you with quality fun clothing whatever your shape or size."

"Our success comes from our absolute lack of compromise. Bold styles and designs are affordably brought to you from the world of phatmama – from size 6 to 24 there is something for everyone."

HOODIE £35

The striking hooded sweatshirt is from the 'Lady Biker' range available in sizes 6-24

The hoodie that I have lived in during the cold days during February has a warm lining that is not too thick to be uncomfortable in the mild summer days. The purple contrast liner of the hood and the drawstrings bring the hoodie from being drab black to stylish and eye catching. The kangaroo pouch has a small opening for an ear phone cord. Hidden ear phone loops and ribbed cuff and hem give the hoodie a stylish look. Worldwide Responsible Apparel Production (WRAP) certified production.

Enter the Phatmama competition on the opposite page and win yourself one of these great hoodies.

PHATMAMA NECK TUBE £9.99

Phatmama morf suprafleece necktube, hand finished with exclusive Phatmama garment tag. It is lovely and warm, the only thing I did do when I got it was to cut two slits in each side of the thin cotton and it then sat perfectly on my neck. Before it had ridden up a little, but that is the only thing I could find as a problem and really that is not a big issue.

HAND-KNITTED SLOUCHY BEANIE £12.99

The hand knitted slouchy beanie is beautifully crafted which looks superb on. Practical, yet ultra-cool head snuggling! The hats are hand knitted to order which shows how they are not mass made but perfectly individual.

They come in black/purple mix 100% acrylic or silver/grey wool / acrylic mix.

PHUNKY PHONE PHATSOCK £4.99

Fab hand knitted Phatsocks finished with the exclusive Phatmama garment tag — designed to co-ordinate perfectly with all of the Phatmama range.

This just gives a really exclusive look to the generic phones that are available. It stops any accidental button pushing whilst in your pocket when riding.

Available in two sizes: medium up to 12cm and large up to 14cm.

BEANIE £7.99

The beanie is a really good quality hat that really keeps the warmth in where it should be. One good thing about these hats is that what ever the size of your head they should fit. I bought a manufacturer one last year and it rides up all the time and my ears still get cold. The Phatmama beanie did not move and felt so comfortable I didn't want to take it off, well worth the price.

It is made of 100% soft feel acrylic knitted hat with turn-up, hand finished with exclusive Phatmama garment tag that adds the extra piece of class.

PHATMAMA COMPETITION

If you would like to get your hands on one of these great Hoodies, and they really are good quality, enter the SEB issue 20 competition. South East Biker in conjunction with Phatmama have a Hoodie up for grabs, all you have to do is follow these instructions, there is not even a question to answer! Now before you decide not to enter, as you can't be bothered to go to the website, these Hoodies are worth £35, so for a few minutes of your time you could win yourself a superb quality garment. You will then be notified by newsletter when the new T-shirts are launched.

Go to the Phatmama website **www.phatmama.co.uk/index.php/contact-us** and click on the contact tab and in the message or subject field to enter the code '**SEBphamily**'. Be sure you enter that code otherwise you will not be entered into the competition. The closing date is April 30th 2012.

Good luck and I hope you enjoy your Phatmama Hoodie as much as I do.

You will be signing up for the Phatmama newsletter/special offers etc, thanks!

AN EVENING WITH SAM MANICOM

Sam Manicom bike journalist, author and adventurer will be giving a talk and presentation on his bike travels across the world. It starts at 9.00pm on April 14th at the Conservatory, Royal Wells Hotel, Mount Ephraim, Tunbridge Wells, Kent, TN4 8BE after a hot buffet and drinks bar is available from 7.30pm. The hot buffet is included in entrance price of £25. The presentation is followed by a raffle and music with DJ Mark Stone.

All proceeds from the evening will go to our registered charity no XT22600HMRC Adventure Peru llacanora Primary school charity in llacanora, Cajamarca Peru South America.

Please be generous to help these children and bring a raffle prize or donation to the charity.

To book please call David Groves on 01424 838618, 07768 568811 or e-mail info@perumotorcycling.com.

You can post a cheque made out to 'Adventure Peru Llacanora Primary School Charity' and send it to: Adventure Peru, Coldharbour Barn, Battle Road, Dallington, Nr Heathfield, East Sussex for £25 per person to reserve a place at this fund raising event.

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FRONTLINE

NEWS FROM THE MOTORCYCLE ACTION GROUP
Fighting on behalf of bikers

More British Bulldog spirit required...

MEPs need to wake up to damaging EU Regulation to motorcycling but we need your help. **Paddy Tyson** writes…

My year started on a high with the discovery, during a ride from Northumberland to Devon, that I have finally bought a pair of waterproof boots that actually keep the water out. 500 miles of constant rain and not a drop touched my pinkies.

It's little rewards like this that fill me with resolve to continue fighting for biking, even when things may look a little less than rosy in the garden of motorcycle politics. But sticking with it is what matters, because results do come, just like finding boots that work.

If you're a regular SEB reader you'll be aware of the new Euro Type Approval regulation that is planning to restrict personal modifications to bikes, as well as make ABS compulsory on everything from 50cc up, make headlights come on automatically and restrict the sales of aftermarket parts.

As things stand, the process has now passed the Committee stage when a small group of MEPs (Members of Euro Parliament) debated and then voted on what they recommended the rest of Parliament should accept. The rest of Parliament still has to vote (currently timetabled for 19th April) and the Council of Ministers (where the national governments argue...) have to agree their position, but in essence we are in a position where we, as riders, now need to write to our MEPs and the South East has 10 of them! Don't worry, you can contact them all by visiting www.ridersarevoters.org.

There's a letter template on the MAG website if you need any ideas, but since MAG members have been writing throughout January, I've been able to study some of the responses and they make interesting reading. Remember, the whole idea of lobbying any politician is just to educate them. If they have to vote on over 2000 pieces of legislation each year, there is no way they will have read them all. Given how very damaging this particular Regulation will be to motorcycling, our aim is to ensure that they read this one. The sheer volume of letters MEPs have been receiving has meant that over time we can see their responses change as they have to actually take notice. Most replies started with a simple "Thank you very much for your letter. It's always nice to hear from constituents and rest assured I am taking your issue very seriously".

This of course means nothing, so we write again and they start to notice.

The Labour MEP in the south east, Peter Skinner, was so taken aback by the correspondence received, he asked if he could meet loads of riders in one go, so duly did at P&H Motorcycles in Crawley. Nearly 100 riders showed up to ask questions and Mr Skinner admitted that until we got in touch he would have voted as he was advised to do, but now that he's read the Regulation, he's horrified.

Because MAG is completely non-partisan and supports no one Party over another, I feel I have the right to take the piss out of them all if they deserve it, so I thought I'd summarise some early responses from around the country;

Conservatives seem to be the best at adding a bit of a personal intro to their standard replies, but don't address the points made, though they do like repeating some of the things MAG members have told them, as though it was news!

Labour's earliest standard replies said that OnBoard Diagnostics (OBD) was only to help the rider, by letting them know when their headlights fail, which is utter nonsense and proof no-one had bothered to read the Regulation. They also said that it was all bound to be about safety and therefore good…

Lib Dems similarly demonstrated that they hadn't read anything by confidently saying early amendments about Hi-Viz and banning old machines had been thrown out, when they were never there in the first place!

UKIP are as bad. They don't want to engage in the European process at all, which hardly helps us, and one of them even proudly said in his response that as the issue will come before a committee he is part of, he'll be able to put everyone straight on how to vote. Alas, he seems unaware that his committee have already seen the Regulation and they couldn't be bothered to pass opinion a year ago when it was set before them…

But that British bulldog spirit seems to have taken hold and the more riders write, the more MEPs seem to be waking up. There have even been admittances now that it was something they'd overlooked. Tenacity is the name of the game and if you'd like to get involved because you've realised moaning in the pub isn't very effective, please get in touch. It turns out dry feet are possible, so I'm definitely not giving up on biking now.

Email: paddy.tyson@mag-uk.org, telephone: 01926 844064 or visit www.mag-uk.org

LOCAL MAG NEWS

Brighton MAG ran an event at P&H in Crawley where around 100 bikers turned up to quiz MEP Peter Skinner about impending EU legislation that will affect us all. They are also campaigning for access to bus lanes locally and have generated decent coverage in the Argus. Brighton and Hove Council are conducting a study to ascertain the feasibility of the propsals. Funnily enough the main objector is one Mr French, the CEO of Brighton Buses.

Please help support MAG and other motorcycling organisations both nationally and internationally. Brighton MAG meets the 1st & 3rd Wednesday of every month at the Royal Coach, Brighton Road, Shoreham-by-Sea, West Sussex.

Chris Cordell MAG Rep & Political Liaison Officer Brighton, Hove, Worthing and surrounding areas: brighton.mag-uk.org, or telephone: 07780 704357

MAKE THIS YEAR TO GET YOUR LIFE ON TRACK!

If there is just one day in the year to spend more time with time with your machine then spend it enjoying yourself with SEB and get your bike on Lydden Hill's exciting racetrack in Kent.

Not only will you enjoy spending time with us, we will supply you with free water, nibbles and shelter from the weather. There is now no need to queue to register. Registration for the SEB group is easy. All you have to do is visit the SEB stand and we will sort it all out for you.

Lydden Hill supply **FREE** instruction. We are planning to have our own 'Stig' on hand to show you the lines (subject to availablilty) and we are hoping to offer the opportunity to have some of your laps filmed as well, so you can appear in your I, Superbiker!

It's not just a track day, it's a social occasion.
Don't be put off if your are a novice. All levels are catered for.

The special discounted SEB price is just £90 for a whole day's worth of fun.
Dates for Lydden Hill Track Days are: 21st April; 23rd June; 21st July; and 22nd September

Due to its popularity we recommend you book early as spaces are limited.

To book email debbie@southeastbiker.co.uk or call her on 01892 610808

ALL ARE VERY WELCOME

Poker run raises £3,000 for Air Ambulance

A Hastings motorcycle club has raised enough funds from its annual Poker Run to help Sussex Air Ambulance potentially save a life.

Norsemen Motorcycle Club held the 90-mile ride in aid of the life-saving charity for the second year in a row.

Each rider who entered collected a playing card from five different stops in Rye, Bodiam, Burwash, Horam and the rally campsite at Catsfield.

The winner of the 2011 Poker Run with the best five-card poker hand was Neil Johnson from Gravesend with four Aces and a Queen.

The men-only Norsemen Motorcycle Club has raised funds for a number of local charities since it was formed seven years ago.

President Kevin Martin said: "The Poker Run in 2011 was a huge success. The club chose Sussex Air Ambulance for the last couple of years because of their amazing work. It is an extremely worthy cause which relies almost entirely on donations and it was a privilege to help them. We wish the pilots, doctors and paramedics every success for the future and will continue to promote their invaluable work."

Each call-out costs the emergency service an average of £2,500 so the sum raised by the Norsemen will help fund a potentially life-saving mission.

If you would like to make a donation to the Air Ambulance please call 01622 833833. Alternatively cheques can be made payable to Sussex Air Ambulance and posted to Wheelbarrow Park Estate, Pattenden Lane, Marden, Kent, TN12 9QJ

An Invitation to all Motorcyclists

The 2012

Ready to Ride

Safer Motorcycling Show

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Sunday 22nd April 2012

From 10am – 4pm

Haslemere Community Fire Station

West Street, Haslemere, Surrey, GU27 2AP

The show will once again be offering…

- Observed Ride-Outs by the Wey Valley Advanced Motorcyclists (An IAM Club)
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Run over 6 events for youths age 4 years upwards on electric bikes. The South's first dedicated Trials Series for these quiet eco friendly bikes from Oset, born and developed near Hastings. We hope to see works rider Oliver Smith (pictured) showing his skills on his larger new bike through the season.

Opening round Maidstone Detling Show Ground on the 1st April 2012. Be good to see a lot of you there for a great family day out.

ROUND 1: 1st April 2012 Detling Show Ground 10.30am practice then Trial at 12 midday.
ROUND 2: 5th May 2012, Try our Sport Youths and Adults; 6th May, Detling Show Ground 12 midday; 7th May, Try our Sports Youths and Adults weekend camping available.
ROUND 3: 26th May, Saturday Hoodwoods, West Horsley, Surrey, starts at 12 midday. Camping available, stay and watch the Adult-Youth round on the Sunday.
ROUND 4: 2nd June 2012 Saturday venue TBC starts at 12 midday.
ROUND 5: 7th July 2012 Saturday Detling Show Ground starts at 12 midday.
ROUND 6: Two day event and presentation End of Year Awards, Saturday 1st - Sunday 2nd Sept. Fun day Practice and Trial with camping available. Venue TBC.

Contact Andy on 07894 806788 or check out No Limits Trials Academy on Facebook

MCE British Superbikes

By **Debbie Tunstill**

At the start of last season's MCE British Superbikes the riders had no clue that at the end of the year they would be part of such an amazing season of racing. The riders were being compared to Gladiators as they lined up for the start of an epic race and luckily for us it was all captured on film. The new I Superbiker II was launched in February and tells the incredible story of the battle for the BSB title, one I think will be hard to forget.

This year MCE British Superbikes 2012, with the new technical specifications, should provide us with a wider range of faces on the podiums. Introducing the new specifications has been a 2 year process by MSVR, talking to teams and riders about how they can reduce the cost of running a team and create a more competitive championship.

MSVR Technical regulations state: "During this period the broader economic climate continues to be difficult and within the world of motorsport there have been many examples of manufacturers and teams reducing their activity as a consequence. In 2010 the lower technical specification EVO category was introduced, pioneering the use of a series specified ECU, with no traction control, launch control and anti wheelie strategies as well as a one bike rule. The quality and quantity of teams and riders in the British Superbike Championship is at an all time high, however in order to develop it even further it is clear that decisive ground breaking technical regulations are required."

The new specifications are similar to the ones that have been running in the EVO class for the last two years and it seems to have been a success. The EVO class has brought in more teams to the series and helped build the championship to what it is now. We have seen new manufacturers join the EVO class and others have gone from strength to strength.

As you will see, some of the EVO teams have moved up to the Elite class which is a great benefit to the championship and for the spectators. This year there is so much to look forward to for 2012. MCE British 2011 Champion Swan Yamaha's Tommy Hill is the first British rider for several years to win the championship and resist the chance to move to WSBK. All of this can only be a good thing for 2012 and for the future of the championship.

We have a wealth of young riders coming through the championship in the support series and club racing. Just because you don't know their names yet, make a mental note, as I am sure they will be in the limelight very shortly. MCE British Superbikes is also pulling in great riders from abroad and is thought of as the best domestic championship in the world so with all the British and the foreign talent can only be great for the future of British Motorcycle Racing.

TEAMS CONFIRMED TO RACE

(At time of going to print)

SWAN YAMAHA
Riders: **Tommy Hill and Noriyuki Haga**

RAPID SOLICITORS KAWASAKI
Riders: **Shayne Byrne and Stuart Easton**

HONDA RACING H M PLANT
Riders: **Michael Laverty and Jon Kirkham**

TYCO SUZUKI BY TAS
Riders: **Josh Brookes and Alastair Seeley**

TEAM WFR HONDA
Riders: **Graeme Gowland, James Westmoreland and Alex Lowes**

GBMOTO RACING
Riders: **Tristan Palmer and Luke Quigley**

PR RACING
Riders: **Gary Mason, Rider Two - TBC**

BUILDBASE BMW
Riders: **Dan Linfoot and Barry Burrell**

SPLITLATH: REDMOND RACING
Riders: **John Laverty and Florian Marino**

PR1MO BOURNEMOUTH KAWASAKI RACING
Riders: **Chris Walker and James Hillier**

MSS KAWASAKI
Riders: **Michael Rutter and Peter Hickman**

QUAY GARAGE RACING
Riders: **TBC**

MOTO RAPIDO RACING
Riders: **TBC**

ITALIAN SUPERSONIC RACING TEAM
Riders: **Anthony West and Patric Muff**

JENTIN DOODSON MOTORSPORT TEAM
Riders: **Alex Polita and Tom Tunstall**

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South East Biker Events

MARCH EVENTS

03-04 March - Beach Race Margate
04 March - Biker's Sunday lunch at the Harrow Inn, Knockholt
04 March - Enduro - Southern MCC Ltd
11 March - Trials - Folkstone Trials Club
11 March - Trials - Haslemere MCC
18 March - Pioneer Run at Tattenham Corner, Epsom to Brighton
18 March - Trials - Sunbeam MCC
18 March - Trials - Braintree & DMCC
24 March - Open Day at Cooper BMW, Tunbridge Wells
24 March - Speedway Eastbourne Eagles v Belle Vue
25 March - Trials - Bexleyheath & DMCC Ltd
25 March - Trials - Gravesend Eagles MC & MC Ltd
27 March - MSV Track Day Brands Hatch Indy
30 March - 24 March - Speedway Lakeside Hammers v Belle Vue

APRIL EVENTS

01 April - Trials - Double Five Kent MCC Ltd
01 April - No Limits Trials Detling
02 April - Speedway Eastbourne Eagles v Kings Lynn
01 April - Maxxis British Motocross Championship Canada Heights
06 April - Speedway Eastbourne Eagles v Lakeside
06 April - Maidstone Aces Easter Egg Run
08 April - Trials - Southern MCC Ltd
09 April - BSB Brands Hatch
14 April - Speedway Eastbourne Eagles v Wolverhampton
14-15 April - Bemsee Club Racing, Brands Hatch
15 April - BSB Thruxton
15 April - Trials - Sittingbourne & DMCC Ltd
16 April - MSV Track Day Brands Hatch GP
19 April - MSV Track Day Brands Hatch GP
20 April - Speedway Lakeside Hammers v Wolverhampton
21 April - Speedway Eastbourne Eagles v Peterborough
21 April - SEB tracakday Lydden Hill
22 April - FBHVC Drive it Day on at Chiddingly, then Northiam
22 April - Ready to Ride Haslemere Fire Station
22 April - FBHVC Drive it Day at Chiddingly, then Northiam
29 April - Trials - Bexleyheath & DMCC Ltd

PLEASE NOTE: we cannot be held responsible for the information provided on this page. Much of it is provided independently. We suggest you check details with the organisers before making commitments. Further details and contacts for some of these events can be found at www.southeastbiker.co.uk.

For South East Biker Track Days contact: debbie@southeastbiker.co.uk

If you have an event you would like listed then email: nick@southeastbiker.co.uk. May/June entries to be in by 5th April 2012. Entries are limited to first come first in.

BLUE LIGHT OFF ROAD CLUB

On 1st April head down to Mereworth Woods, nr Wrotham, Kent and you and your bike will be in for a nice surprise!

This is an exciting new motor club based around Off Roading for 4x4s and Off road Motorcycles. (GS to EXC) run by the Blue Light Off Road Club (BLORC).

The club has been formed by a bunch of like-minded people who have decided to form a new club, mainly aimed at organising events. From Off Road Pay and Play days, Off Road driver/rider training, Winching Lessons, Social meetings, Green Laning and two day navigational events for 4x4s and motorcycles.

The BLORC is for anybody who just wants to ride their road legal, fully insured and taxed 4x4s or off road style motorcycles along the legal byways of the UK, or organised navigational events. The BLORC is just £20 a year to join. They are not some bunch of hooligans tearing up the countryside.

Many of their members are people form the Emergency Services who no longer have a Force or Service specific club, or a club which covers these specific interests.

However they welcome anyone who wants to ride or drive with us as long as their bikes and 4x4's are road legal.

HOW DOES IT WORK?

The best thing to do is to go along to one of their meetings and find out what they do. They have a number of events throughout the year. From Pay and Play days to navigation events in the UK and abroad.

A group of them are off to the Pyrenees in September 2011 however spaces available for any body else who would like to go. They can transport your bike for you.

They are also planning a one or two day navigational event in France around the Pas de Calais. As they build up numbers there will be something happening on a regular basis.

WILL YOU FIT IN?

Everyone fits in if they have a bit of a sense of humour, and a common link. For all of them it will be their jobs, but equally if you just want to ride your bike or 4x4 (no matter how badly!) and generally want to have a bit of a laugh, then you'll fit in.

All the events will be properly insured – the club has in place its own Liability Insurance. Each 4x4 event will be covered by MSA or IOPD cover.

If you're interested in joining this new club then email: John Amos at BLORC@hotmail.co.uk

COST

Just £45 per bike or £45 per 4x4 plus £2 per passenger over 16.

PAYMENT

You can make a payment in advance via PAYPAL using www.paypal.co.uk/uk if you have a paypal account.

COACHING

If you are new to 4x4 or off road biking, why not have a go? For those who have always wanted to ride their adventure bike off-road, then do it in a safe enviroment, with experienced instructors. There will be a small fee, to cover insurance etc.

They will also have an ex-Army Pathfinder on Sunday to pass on the basics in setting up a basha or tent for wild camping. (Subject to weather). If you require any GPS training we can help with the basics in getting you started.

For 4x4 training the Jeep Club who are attending will be on hand to lead the way. Please let us know in advance.

For more information email: BLORC@hotmail.co.uk or phone 07976 157285.

SOUTH EAST BIKER BREAKING POINTS

Here is your quick guide to biker resting points throughout our region.

If you wish to advertise your business here to 1000s of bikers then call Debbie on 01892 610808 or email: debbie@southeastbiker.co.uk

Rykas Café
Boxhill,
RH5 6BX

Kent Motorcycles H's Café
Dover Road (A2), CT4 6SA
Tel: 01227 832601
Opening hours:
Mon - Fri, 7:30am - 3:30pm
Sat 7:30am - 5pm
8am to 4pm Sun
Wed is Bike night open until 9.30pm

Farrells Motorsport Café
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The Kings Head
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East Sussex. BN8 4DH
Tel: 01825 723821
Bikes welcome, good food, good company and Sky Sports available.

The Bell Inn
Outwood,
RH1 5PN

Station Café
Station Road, Alton, GU34 2PZ
Tel: 01420 82205
Opening hours:
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Wednesdays 5pm-9pm.
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Loomies Café
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GU32 1JX

Oakdene Cafê
Wrotham,
TN15 7RR

Wessons Café
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Sat & Sun 9am To 4pm (Inc, Bank Hols)

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Sevenoaks, Kent
TN14 7JT
Tel: 01959-532168
Extensive menu, great value with stylish restaurant.
Wednesday is Bike night with special events.

Whiteways Café
(A29) Bury Hill,
BN18 9FD

Six Bells
Chiddingly,
BN8 6HT

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NEW BIKES

Cooper BMW Motorrad
Longfield Road, Tunbridge Wells, Kent TN2 3UE
Tel: 0845 601 8593
New demo bikes available to try. Sales, Servicing, Clothing and parts.

Haslemere Motorcycles
Petersfield Road, Whitehill, Hampshire GU35 9AR
Sales: 01420 488290
Main Suzuki, Yamaha dealer with good quality used motorcycles and Harleys. Test ride the new GSXR600 or try some of our great 125's on sale.

Kent Motorcycles
Dover Road (A2), CT4 6SA
Tel: 01227 832601
Everything Honda, New demo's available to test ride, CBF 125, CBR 250 and VFR. MOT's, Servicing, Clothing and Accessories.

USED BIKES

J. S. Gedge (Yamaha Used bikes)
10 Silchester Road, St Leonards-on-Sea, East Sussex. TN38 0JB
Tel: 01424 4423520
Yamaha bikes, quality used bikes and clothing to cope with all weather.

J. S. Gedge (Honda)
406-410 Old London Road, Hastings, E. Sussex. TN35 5BB
Tel: 01424 423708
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CLUB	WEBSITE	CONTACT
69 Motorcycle Club, Dover	www.69motorcycleclub.org	01304 820181
Associated Sheppey Bikers	www.theasb.orangehome.co.uk	01795 870533
Black Phoenix RC, Sittingbourne	www.blackphoenixrc.co.uk	07743 427227
Brighton Easyriders	www.brighton-easyriders.co.uk	www.facebook.com/ brightoneasyriders
Brighton Overland Travellers	www.horizonsunlimited.com/ country/uk/brighton	
BSA Owner's Club	www.westsussexbsa.co.uk	
Burgess Hill & Distrct Motorcycle Club	www.burgesshillmc.com	
Carshalton Motorcycle Club	www.carshaltonmcc.com	020 8642 0964
Chimaeras MCC	www.chimaeras.org.uk	chimaeras@hotmail.co.uk
Christian Motorcyclists Association	www.bike.org.uk/cma/ sw_london.php	07871 960603
Deal & District MCC	www.ddmcc.ocatch.com	
Eastbourne and District MCC (Trials)	www.edmcc.co.uk	07733 050537
East Kent Advanced Motorcyclists	www.ekam.org.uk	07092 857898
East Sussex IAM	www.es-am.org.uk	01323 849073
Friends & Bikers MC	www.friends-and-bikers.co.uk	01634 245349
GEST Hastings MCC	www.gesthastingsmcc.co.uk	
Gravesend MC	www.gravesendmcc.com	07740 341042
Greenwich Motor & MCC		01322 222197
Guildford Motorcycle Club	www.guildfordmcc.org.uk	07774 422430
Honda Owners Club, Kent Branch	wwwhockent.org.uk	01322 400775 kent@hoc.org.uk
Huntsman Motor Cycle Club	www.huntsmanmcc.telinco.co.uk	
Invicta Bike Club	www.invictabikeclub.co.uk	
Kent Advanced Motorcyclists Group	www.kamg.org.uk	0844 585 7792
London Advanced Motorcyclists Group	www.l-a-m.org	07000 781 103
London Fire Brigade MCC		07931 627213
MAG - Motocycle Action Group (Brighton)	www.brighton.mag-uk.org	07780 704357
Merry Axemen The White Rock Underriver	www.merryaxemen.co.uk	
Mid-Sussex British Motorcycle Club	www.msbmc.co.uk	
New Life Bikers - Biggin Hill	www.newlifebh.org.uk	01959 571667
Reigate & Redhill North Downs MC	www.rrnd.co.uk	07793 659176
ROSPA Southern Advanced Motorcycle Training	www.rospasmart.com	
Royal British Legion Riders Branch (RBLR)	www.rblr.co.uk	
Sidcup & District Motorcycle Club	www.sidcupmotorcycleclub.co.uk	
South East BMW	www.southeastbmw.com	01634 241215
The Half Moon Bike Club, Half Moon Inn, Cade Street, Heathfield		halfmoonersbikeclub@ yahoo.co.uk
Tonbridge & Malling MC	www.tmmcc.co.uk	
Triumph Owners MCC Mighty South London	www.tomccmsl.co.uk	doddiekent@hotmail.com
Tsunami Riders MCC	www.tsunamiriders.org.uk	
UFO's MCC	www.ufos-mcc.com	
West Sussex Advanced Motorcyclists	www.wsam.info	07870 373087
Wey Valley Advanced Motorcyclists (WVAM)	www.wvam.org.uk	
Widows Sons Masonic Bikers Ass., S E Chapter	www.widowsons-south-east.com	

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Bahnstomer BMW, Thms Vlly ... RG12 0SH
TriCounty Motorcycles ... RG12 1NQ
NEWBURY
Nelson's Diner ... SL6 8NP
READING
Hein Gericke ... RG30 1EH
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Hein Gericke ... SL1 2EI

DORSET

BOURNEMOUTH
Crescent Motorcycles ... BH8 9RT
Hein Gericke ... BH9 2EG
VERWOOD
Crescent Motorcycles HQ ... BH31 6AX

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Top Gear Superstore/
Phoenix Motorcycles ... TN39 3LG
BRIGHTON
Bikes of Brighton ... BN1 4QF
Chandlers BMW Motorrad ... BN41 1YH
CHIDDINGLY
The Six Bells ... BN8 6HT
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ASF Tyres ... TN6 3JZ
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J.S. Gedge ... TN35 5BB
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J. W. Groombridge ... TN21 0SP
HORAM
Wessons Café ... TN21 0ER
MARK CROSS
FreeStyle ... TN6 3PD
NORTH CHAILEY
The Kings Head ... BN8 4DH
PEVENSEY BAY
J.S Gedge (Triumph) ... BN24 6EX
RYE
Farrells Motorsport Café ... TN31 7EL
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J.S. Gedge (Yamaha) ... TN38 0JB

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Colchester Kawasaki ... CO2 8JB
FINCHINGFIELD
The Three Tuns Pub ... CM7 4NR
GANTS HILL
Hein Gericke ... IG2 6NQ

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ALDERSHOT
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Destination Triumph ... PO16 0HD
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J & S Accessories ... PO8 9BX
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Loomies Café ... GU32 1JX
WINCHESTER
Alan Lear Motorcycles ... SO23 7DW

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Viking Motorcycle Seats ... TN15 7HJ
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The Warren ... BR2 7AL
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Bowen Moto ... ME4 5AB
CANTERBURY
Kent Motorcycles ... CT4 6SA
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Motorcycles ... CT2 7QG
DOVER
Coombe Valley Motorcycles ... CT17 0HG
EDENBRIDGE
Red Dog Motorcycles ... TN8 5AY
FAVERSHAM
The Bike Shop ... ME13 8JN
FOLKESTONE
Alford Bros ... CT20 1BU
MAIDSTONE
Hein Gericke ... ME14 2UU
Inta Motorcycles ... ME15 6HE
RAMSGATE
Dave Fox Motorcycles ... CT11 8PJ
SEVENOAKS
The Harrow Inn ... TN14 7JT
TONBRIDGE
Fastlane Motorcycles ... TN9 2AH
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Breakaway Motorcycles ... TN1 2RF
Cooper BMW Motorrad ... TN2 3UE
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WEST WICKHAM
Premier Motorcycles ... BR4 0LU
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Beaky's Motorcycles ... RH5 4QU
GUILDFORD
Destination Triumph ... GU5 0JA
Harley Davidson ... GU3 1NA
LEATHERHEAD
GetGeared ... KT22 7QE
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Kingston Motorcycle Centre ... KT1 3LG
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Tippets Motorcycles ... KT6 7AW
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Woking Yamaha ... GU21 6LJ
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The Chalet Café ... RH13 8DU
CRAWLEY
P & H Motorcycles ... RH10 9RD
HAYWARDS HEATH
Bike Smart ... RH16 1DN
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